

LLEWELLYN D. LOTHROP.

Improvement in Shipper-Saddle.

No. 121,792.

Patented Dec. 12, 1871

Fig. 1.

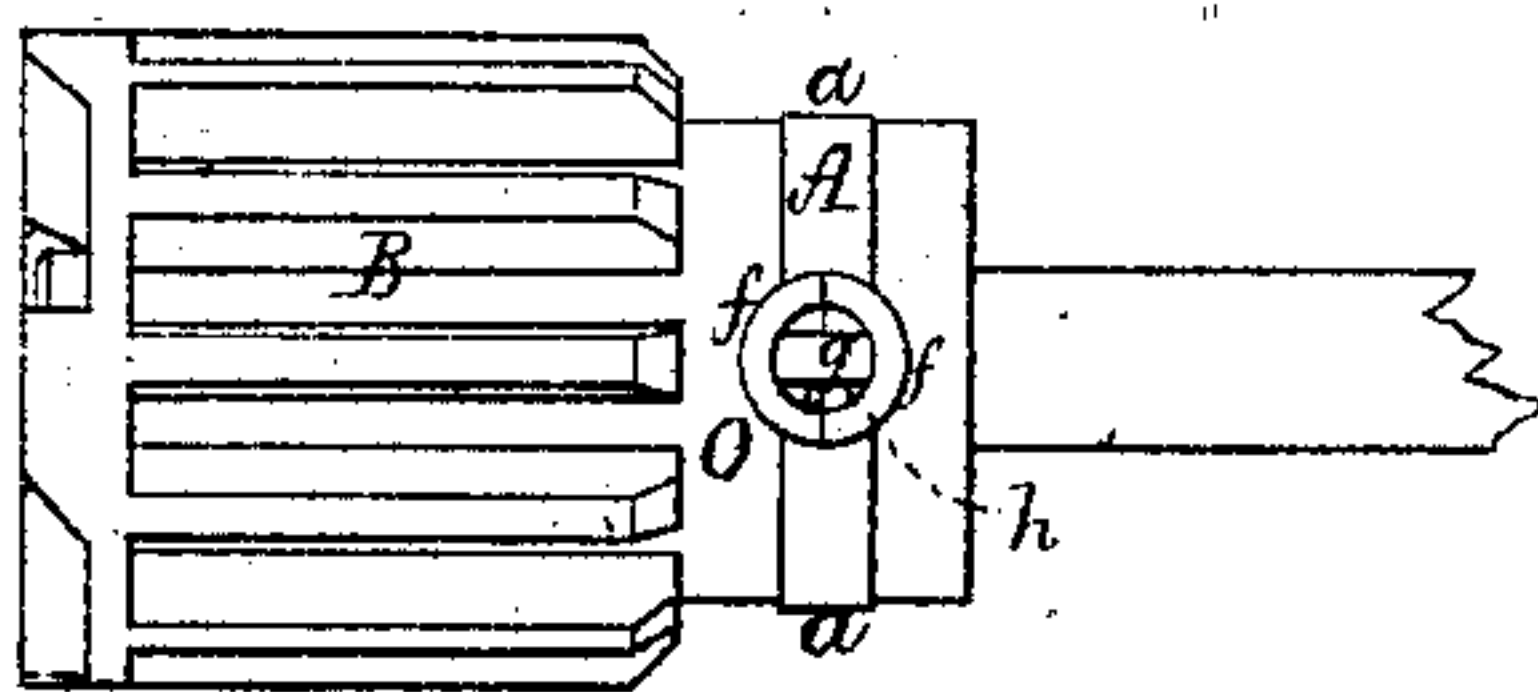


Fig. 3.

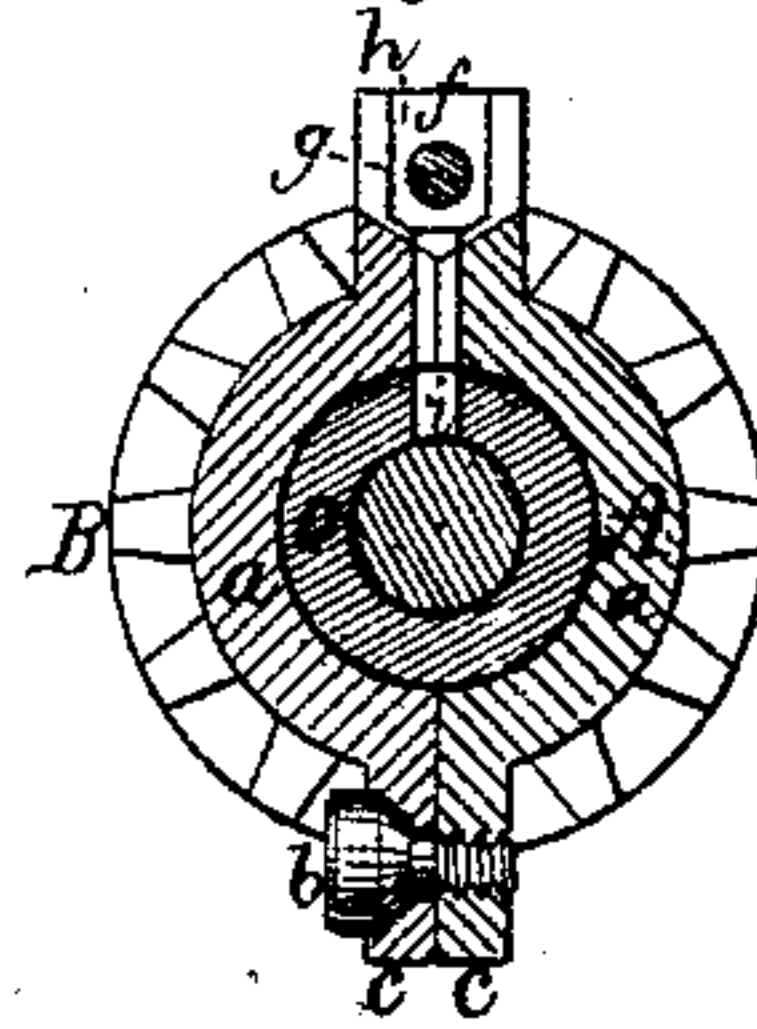


Fig. 2.

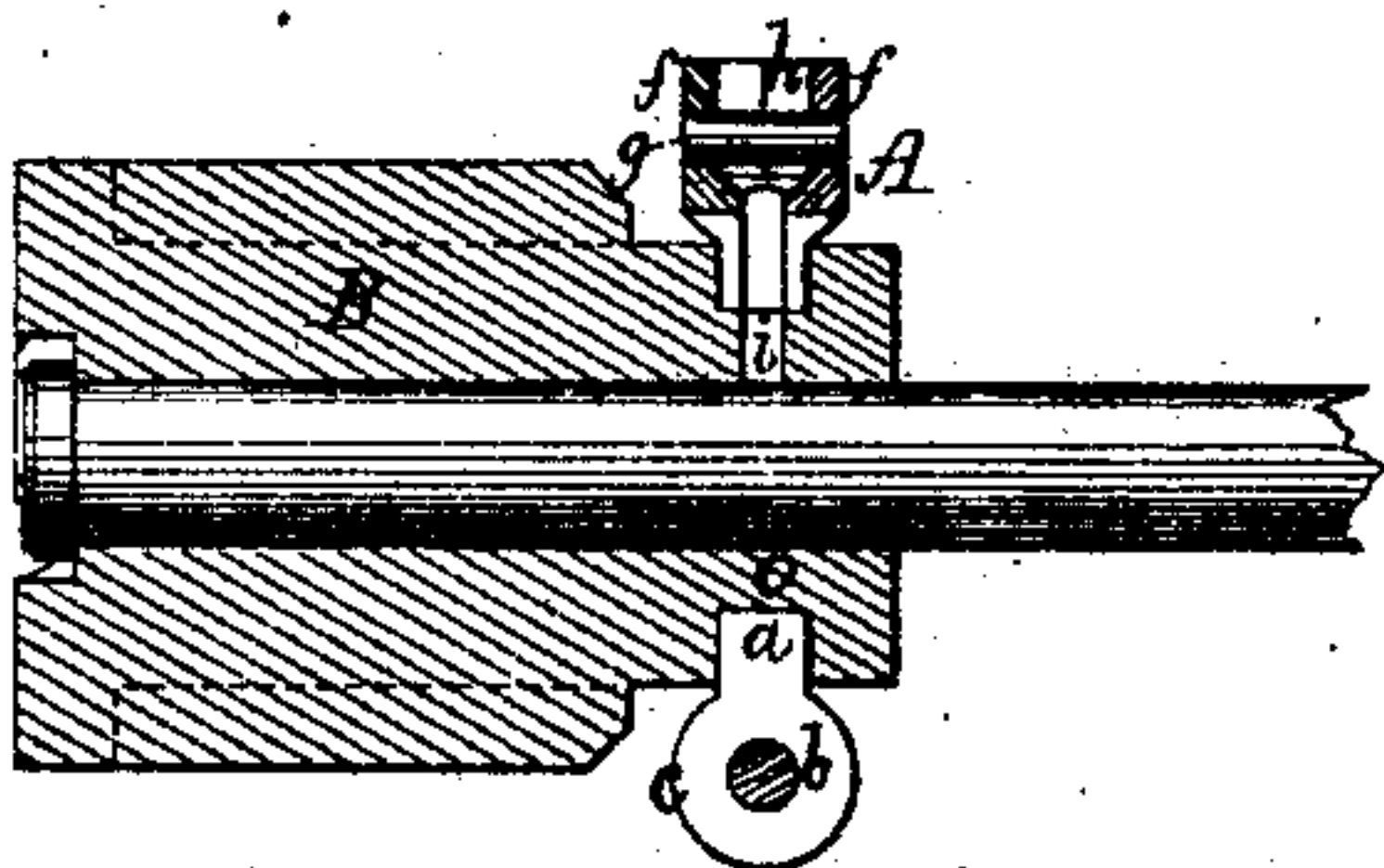


Fig. 4.

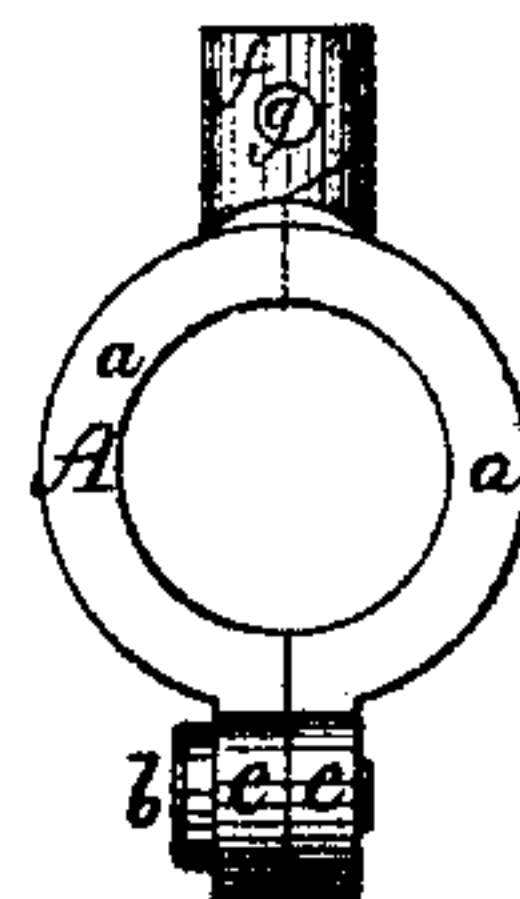
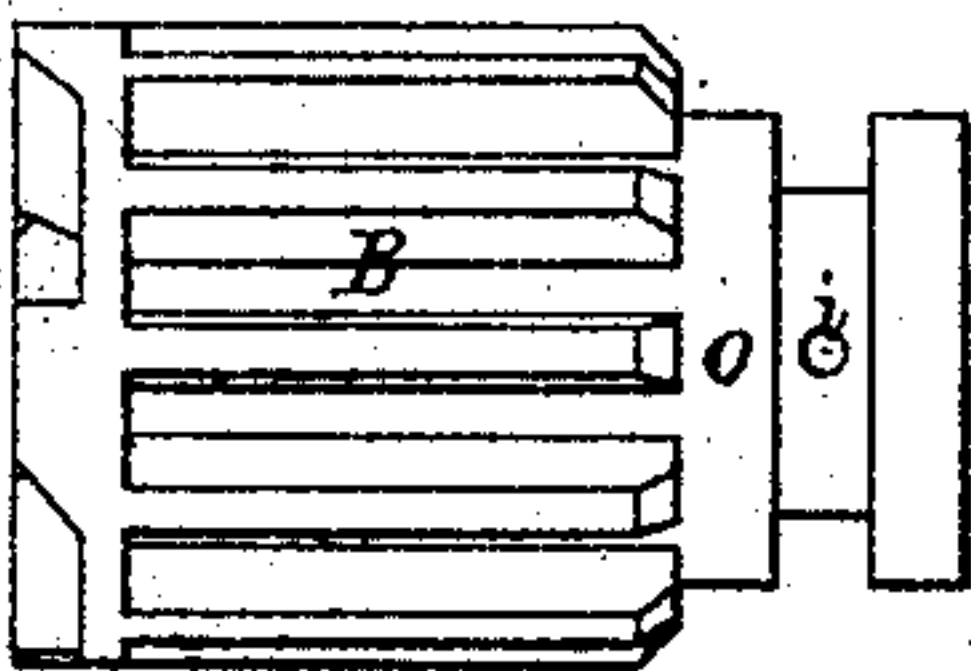


Fig. 5.



Witnesses.

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LLEWELLYN D. LOTHROP, OF DOVER, NEW HAMPSHIRE.

IMPROVEMENT IN SHIPPER-SADDLES.

Specification forming part of Letters Patent No. 121,792, dated December 12, 1871.

To all whom it may concern:

Be it known that I, LLEWELLYN D. LOTHROP, of Dover, of the county of Strafford, of the State of New Hampshire, have made a new and useful invention having reference to the Shipper-Saddle or to such and the pinion-shaft thereof of a mowing-machine; and do hereby declare the same to be fully described in the following specification and represented in the accompanying drawing, of which—

Figure 1 is a top view, Fig. 2 a longitudinal section, and Fig. 3 a transverse section of my improved shipper-saddle and spur-pinion, provided with clutch-teeth. Fig. 4 is a side view of the shipper-saddle as separate from the spur-pinion. Fig. 5 is a top view of the spur-pinion separate from the saddle.

The invention is designed for use in the well-known Sprague mowing-machine, and is for the purpose of remedying certain defects in the operation of its shipper-saddle, as well as others incident to the arrangement of the oiling-induct of the spur-pinion. The shipper-saddle of the Sprague mower simply enters the upper part of the groove of the body of the pinion; in consequence of which it, by the leverage brought to bear on it, soon becomes worn so as to cause the gear to do injury to the operative lever, and also not to clutch to advantage.

In the drawing, A denotes my improved shipper-saddle, and B the spur-pinion with which it is used, such pinion being provided with a neck, *o*, having a groove cut in and extending around it to receive the saddle. My said improved shipper-saddle A is intended to extend entirely around in the groove, and is composed in part of two semicircular portions, *a a*, of an annulus hinged or pivoted together at or near one end of each, and connected at their opposite ends by a screw, *b*, going through two ears, *c c*, extended from such ends, as shown. The upper termini of such semicircular portions are connected to semi-cylindrical joint pieces *f f*, which, when placed diametrically in contact, are connected by the pivot *g* going through them, such joint pieces forming a cylindrical head or journal to enter the operative lever. The head is tubular, or has a hole, *h*, made down through it, such hole having a diameter larger than that of the pivot. There is also a hole, *i*, made through the neck *o* radially from the bottom of the groove into the bore of the neck.

In the spur-pinion as heretofore made there

has been an oiling-hole arranged between two of its teeth, the oil for lubricating the bore of the pinion and the arbor thereof being poured into such hole. To accomplish the process of lubricating by such hole to advantage the pinion had to be at rest, and consequently the machine had to be stopped in its operations to admit of such oiling being done. The oil, while the pinion was in revolution, would escape by the hole.

With my improvement, as described, the lubrication of the bore and the groove of the spur-pinion can be effected at one and the same time, and without the necessity of stopping the machine. For to do this I have only to pour oil into the oiling-hole of the head of the shipper. Such oil after entering such head will flow into the frame of the neck, and when the hole *i*, while the pinion may be revolving, may come into correspondence with the oil-passage of the head, the oil will flow from the latter into the hole *i*, and thence upon the arbor. The shipper, by extending entirely around the neck or the groove thereof, will prevent loss of oil from the hole *i* while it may be in its lowest position or while revolving.

Thus with my improvement I not only render the operative parts less liable to wear and more durable while in operation, but I am enabled to accomplish the lubrication of the bore and groove of the spur-gear at one and the same time while the mowing-machine may be in action. I also prevent loss of oil, as stated.

There may be arranged in the bottom of the groove of the neck a narrow auxiliary groove to extend around such neck so as to more readily convey oil from the induct *h* into the hole *i*, especially while the spur-pinion may be in revolution.

I claim—

1. The improved shipper-saddle, constructed substantially as described, for use as set forth, viz.: as composed of the two separate parts, *a a*, the joint pieces *f f*, the ears *c c*, connecting-screw *b*, pivot *g*, and oil-passage *h*, all being arranged essentially as shown and explained.

2. The improved shipper-saddle, arranged in the groove and to encompass the neck, provided with the oiling-passage *i* arranged in such groove, substantially as described.

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Witnesses:

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